Det Bel Isle & Windsor Ferry Co 68

THE MARINE RECORD

DEVOTED TO NAVIGATION, COMMERCE, ENGINEERING AND SCIENCE.

VOL. X NO. 48. CLEVELAND, O., NOVEMBER 29 1888. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND, OHIO.

Mr. W. L. Livingston of Toronto, Canada, who is interesting himself closely in mutual marine insurance, will address our local vessel owners this week. Mr. Livingstone arrived here yesterday.

Mr. W E. Williamson, of the firm of Williamson Bros., Philadelphia, manufacturers of steam steerers and hoisting engines was in the city yesterday, and returns east, with a number of orders for his firm.

The schooner Pelican, Captain P. Donahue, is stripped and laid up here for the season. She has had a fairly prosperous run of business and kept clear of accidents under the experienced guidance of her veteran navigator.

It is not generally known that the bill has passed the house of congress for establishing life saving stations at Ashtabula, Marquette, Duluth and Grand Marais, and although legislation has granted these benefits there is no money available to carry out the desired improvement at those ports.

L. Distel No. 1 at the life saving station has had a slight accident, rendering him unfit for duty for the remainder of the season. While engaged righting the fish boat which recently capsized, he slipped on the ice and fell between the boat and the dock breaking one of his thumbs. Life Saver Everleigh, who has had several years experience of station work takes his place until the station goes out of commission.

The schooner Col. Cook has had another narrow escape. She ran onto Avon reef while putting back for the islands after an attempt to enter this port and it required the best efforts of half her crew to keep her free while the others were engaged in throwing off part of her cargo of stone. After sliding off the reef she went onto the stone that had been thrown overboard. A tug finally released her and she was towed to this port.

The steamer N. K. Fairbank left this port last week Wednesday with a cargo of oil for Marquette, and was to bring down what was thought to be the last load of ore from that port, a great deal of anxiety was felt for her safety on account of the lateness of the season. A sense of relief was felt Monday when it was learned that she had arrived in Marquette on Saturday night, unloaded her oil, and got out with her full cargo of ore at midnight. She therefore bids fair to get around all right, notwithstanding anxiety about the matter. The whole is being brought about by two things, the lively handling of the vessel by Captain Stoner and good dispatch in loading by Messrs. H. H. Brown & Co.

The tenth annual ball given by the seamen's assembly on Monday evening last, was a complete success, and the entire evening was passed in the most pleasant and agreeable manner possible. The officers, floor directors, floor managers, and the reception committee attended to their respective offices like old hands at the business, and seemed to be as much at home doing the ceremonies of the ballroom, as they would be at a boat's davits falls. Many who were present for the first time will look back with pleasure to the evening that was spent amongst those who have, from the nature of their calling, so few opportunities to enter into the festivities of the joyous throng, and accord with the spirit of the young lady who, before taking her departure, naively remarked that she wished the next season was over and preperations were being made for the next annual dance. Among others we had the pleasure of meeting our esteemed townsman, Mr. John Kist, also Mrs. Kist and several other members of the family, Mr. Peter Lynch, harbor master, who was for some time closely identified with the Seamen's Union here, and Mr. Peter Liston, the official who has charge of the Cleveland branch, and who deserves great credit for the orderly and able manner in which the ceremonies were conducted throughout the evening.

The Globe Iron Works Co.'s, new two story office building on Front and Elm streets, is now drawing towards completion. The exterior of the building shows a facing of hard pressed brick trimmed with dressed stone, resting on a substantial stone masonry foundation; a square tower stands on the southwest corner surmounted by a large flagstaff, having a gilded truck and signal halyards rove off, ready in times of local importance to fling to the breeze the elegant stars and stripes under which this immense industry is flourishing. The gothic style of architecture enhances the appearance of the outside and the casual observer can not but notice the handsome proportions and fine symmetry of the entire edifice. The interior will be finished in hard wood with handsome fire grates, steam heaters and gas and every modern convenience will be introduced to render the occupants of this costly suite of offices all of the conveniences which it is possible to have in the most select places of business. The general office will be located on the first floor and occupied by vice president and general manager Mr. John F. Pankhurst, the secretary and treasurer Mr. Luther Allen and the chief bookkeeper. The second floor will contain a large room fitted up as a private consultation room for the directors, also two large rooms to be used exclusively by the engineering department as plan and drafting offices, etc. There are also two double bricked vaults each 10 feet by 12 feet with fire proof ceilings and massive iron doors, having patent combination locks. Last though not by any means least, is a spacious dining room with the usual appendages, viz., kitchen, pantry, etc, etc.

ERIE, PA.

The western seamen's friend society held its annual meeting here at the M. E. Church. The Hon. J. F. Downing, president of the Erie society, presided. Addresses were made by President Franklin, of the Chicago Bethel; Captain McMahon, of the Pittsburg Bethel; the Rev. Sears, of Cleveland branch, and Captain Ketwood of the St. Louis Bethel, and who founded the Erie Bethel thirty years ago. The purpose of holding the annual meeting here was to revive interest in the Erie institution. The property, having a debt upon it, fell into the hands of the sheriff, but was recently redeemed by the proceeds from a twenty-acre oil tract donated to the bethel by the Hon. Marcus Hutings, of Oil City, ten years ago. The oil royalties released recently were $6,000, with which a chapel will be built shortly. President Franklin in his annual report stated that the western seamen's society covering the chain of great lakes and western rivers represented mission Sunday school scholars, 152 chaplains, missionaries and teachers, 160 of the leading men of the west. The society owns the mission ship which is sailed by Captain Bundy on Lakes Michigan and Superior, and which supplies twenty-three Sunday schools founded within the past five years on the islands in those lakes. The election of officers will take place in Cleveland, and the next annual meeting will take place in St Louis.

PORT DALHOUSIE, ONT.

All the schooners that left Sunday for below have returned namely, schooner Fitzhugh, D. T. Fort, Lem Ellsworth, John McGee, M. T Downing. The schooner Caroline Marsh, from Toronto to Oswego, had to put in here for shelter. The schooner D. L. Fort left Saturday evening for Oswego and off the thirty mile point broke her rudder head and had to return here Monday morning to get repairs done The steambarge Tecumseh arrived to lay up.

MANITOWOC, WIS.

The propeller St. Marie, owned by Endress & Webster, is drydocked here. She will be thoroughly examined and all needed repairs including a new hull if necessary, will be made. She is to be entirely rebuilt and refitted and will be one of the finest boats in the local trade next season.

CHICAGO, ILL.

Special to the Marine Record.

About three-fourths of the lumber carriers hailing from this port are now laid up.

The Western Transit Company's steamships Boston, Commodore, Chicago and Albany are expected to lay up

The steamship Lansing arrived Saturday, from Buffalo, with coal, Captain Barney Wilds intends to lay her up here.

The life saving station at this port will not be closed until December 12 in order to be in readiness for the late comers.

The steamship Clarion, Captain Corcoran, left here Monday, for Buffalo. She is the last of the Anchor line boats to leave here this season.

At Miller Bro's shipyard, the fine tug J. C. Perrett was in dock for calking, the barge J. Stephenson for calking and some new plank on her bottom.

The steamship Folsom, and consorts Mary B. Mitchell and Nelson arrived here Saturday with coal and will go into winter quarters as soon as they are unloaded.

The fine steamship A. P. Wright loaded corn for Buffalo and left here Tuesday night. It was reported that she was chartered for 85,000 bushels wheat at 3 cents per bushel.

The seamen's union assembly of the knights of labor gave its tenth annual ball at Uhlick's hall, North Clark street, last Thursday night. It was well attended and proved very enjoyable and successful.

The L. M. and L. S. Company's steamers, Peerless arrived Sunday, the Jay Gould Monday, the City of Traverse Tuesday morning and the City of Duluth Tuesday night; all will go into winter quarters here at once.

As high as $2 a thousand was paid to bring lumber from Muskegon, with rates from other points correspondingly high. The advanced freights will keep many of the steambarges in commission until early December.

Harbor Master McCauley has been instrumental in getting both draws of Madison street bridge well dredged, also the draws at Harrison street bridge and considerable up the north branch, making good depth of water all over the river.

Captain J. J. Rardon returned from Bay City Friday. He said sixty men were at work on the M. M. Drake and that she would be afloat again the last of next week. She will be at once laid up for the season. The cost of the repairs on the Osceola would amount to $36,000 but when completed the boat would be worth $75,000.

At the Chicago drydock company's, the schooner Ida Keith is in dock for recalking all over inside and outside, some new quick work aft, part new stern, new forecastle deck, timberheads, covering board, her full length and hatch coamings. The barges Minnehaha and Irontonand steamship Hiawatha received necessary repairs.

In their race up from limekilns the John F. Eddy with the John Shaw in tow beat the Servia and Moravia into port by three hours, the Eddy arriving at 2 o'clock Friday morning. The Captain was much surprised to find the Eddy ahead of him. Captain Rathburn was especially proud of his time from Buffalo—five days and nine hours—an average of eight miles an hour.

The fine steamship Hudson, Captain R. Jones, of the Western Transit Comyany's line, left here for Buffalo with corn, lard and merchandise Tuesday evening. She is the last of the line to leave this port this season. When she arrives at Buffalo she will complete her twenty-first round trip of this her first season, which is a splendid record for a new boat.

A large fleet of lumber laden vessels were on the lumber market Monday morning. comprising the steambarge John Otis and schooners J. M. Forest, Radical J. Loomis, McLaren, Jessie Phillips, Julia B. Merrill, Glad Tidings, City of Toledo, Stampede, Ford River, Arendale, Kate E. Howard, Wm. H. Dunham, Grace M. Filer, Horace H. Badger, Isabella Sands, Alice Granger, Mary D. Ayer and North Star Nearly all of the above which will lay up here were stripped of their canvas preparatory to going into winter quarters.

The L. M. and L. S. Company's passenger and freight steamer City of Freemont, arrived here from Lake Superior, Saturday, Captain J. M. Twichell in command, he having laid up the steamer J. L. Hurd, at Duluth and relieved Captain Sullivan who is commander of the City of Freemont and who resides at Duluth. The City of Freemont has been away from Chicago two seasons and has been running between Duluth Ashland, Houghton and other ports on the south shore of Lake Superior. She will receive a thorough overhauling and repairing here during the winter months.

The rivalry between the three Chicago tug companies to catch the last tows of the season is something intense. A fair sized fleet of them was at Milwaukee Sunday, and they are spread over the west shore as far as Port Washington, or 120 miles from their home port. If they catch a schooner at that distance they are bound to tow her to Chicago at the same price they would have received for bringing her in from the crib. Speaking of this rivalry yesterday Capt. J. S. Dunham said that he did not believe the tug companies had made a cent out of towing vessels into Chicago harbor for three years, averaging one tow with another. What profit there had been came from towing vessels out.

DETROIT, MICH.

Special to the Marine Record.

Captain Morley, of Marine City, arrived here to-day. His shadow is no less, and he seems well and herty as usuaal.

The East End Boiler Works are doing considerable job work, and have men busy on their contract at the waterworks.

Work on the Lime Kiln Crossing is being zealously pushed along, so that as much as possible may be done before the ice sets in.

Mr. Corrigan, the well-known vessel owner of Cleveland, was in the city Wednesday on business connected with his floating property.

Capt. McGoughan, of the schooner Atmosphere, wintering at Port Huron, was in the city to-day getting estimates on a new gang of mizen rigging, etc.

Parker & Miller have eight vessels of their line laid up here for the winter, a certain indication that navigation is considered practically closed for the season.

The Riverside Iron Works at Detroit is building a fore-and-aft compound engine, 15 and 30 by 28 inch stroke, for the tug Ira H. Owen of Chicago, now being built at Bay City by Wheeler.

The schooner Manitowoc is stripped and will winter here, after a $6,000 overhauling job in drydock in Buffalo, she still makes a trifle of water. Another attempt will be made to locate the private leak.

The Central Boiler Works have signed a contract with John Craig & Son, of Trenton, to furnish a marine fire-box boiler, dimensions 5 feet by 9 feet in length; also one for parties in Duncan City measuring 9 by 15 feet.

The Frontier Iron and Brass works have just received a machine lathe from a Chicago firm, twenty feet bed and swings eighty inches. Two engines are being put together in their new erecting shop, and work is progressing on three others, making five in all.

Under the special appropriation of $65,000 granted August 11, work on the St. Clair Ship Canal will be continued throughout the winter. Dredging operations are completed, and a clear 16 feet of water now obtains. A quantity of piles are all ready for driving.

Some time ago the impression was prevalent that but few vessels would winter here. From the present outlook Detroit will have all that can be taken care of, and berths will be at a premium if vessels come along as fast as they have been doing during the past few days.

General O. M. Poe, has just closed the contract for constructing a valuable addition to the wharf or piers at the Saulte Ste. Marie Canal. The extension will be 1,460 feet, at a cost of nearly $150,090, and will be carried out according to the original plans for this intended improvement. Under favorable circumstances it is expected that the work will be completed towards the end of next season.

Parrish Bros. & Peck, electricians, report a brisk business in their signal and lighting systems. Mr. Barr, engineer of the propeller Gettysburg, says that the electric signal system in use during the season on that boat has worked satisfactory all through, and would strongly commend their more general use on steam craft.

Steve B. Grummond's tugs Swain, Champion, Moore, and Mary Pringle are lying at the foot of First street ready to be dispatched at short notice for wrecking or towing purposes. The powerful tug Leviathan of this line is stationed at Cheboygan to render assistance to any vessel requiring her services in the Straits of Mackinac, and will remain there until the close of navigation.

At Bloom's sail loft the following outfits will be taken care of: Smith & Post, Iron State, Seamen, Josephine, John Burt, Canton and Marengo. They have also the standing rigging of the Iron State in to refit. Twenty-two outfits were stored in this fine loft last winter, and it is confidently expected that they will have all that can be handled this season. We were pleased to find Mr. Bloom enjoying his usual good health, and as a veteran he is still to the fore where business is concerned.

We were pleased to meet Capt. Huntoon, who is so well and favorably known in Cleveland. The Captain looks well and carries his years admirably. In chatting with your correspondent he recalled his trip to Saulte Ste. Marie in 1853, and mentioned that on this cruise the Stanley Noble carried the first supply of coal and powder to the work of building the Soo Canal. His dual experience on salt and fresh water extends over a period of forty years.

J. C. Goss, sail maker, has recently added to his list of outfits the gear belonging to the barge Garrett Smith, schooners Corsican, Ganges, and John Jewett, propeller Nepigon, and the towbarge Melbourne. This extensive loft has every convenience for storage and sailmaking, etc. Each department is kept in perfect order, the rigging loft being roomy, well lighted, and fitted with the best modern appliances for working heavy wire, turning in dead-eyes and planning and cutting standing rigging. The flag department has had as many as twenty sewing machines at work on bunting, and is a clean, commodious workroom. Mr. Goss deserves credit as an employer of labor in studying as he does the wellfare and comfort of his help.

At the yard of John Oades & Son they have the keel laid and several frames up of the new steambarge building on speculation, and the yard presents a scene of activity. The scow C. D. Lorman is having new ends put in her and a general overhauling. The schooner Ganges, owned by this firm, is stripped and will winter here. Mr. Oades, Sr., is very indignant about the manner in which the rating of this schooner was cut down last spring. He is now going to thoroughly inspect and overhaul the vessel himself, and when repairs are completed he expects that she will be rated in her former class. He also says the Ganges has never been ashore or cost underwriters a cent for thirteen years, with the exception of one new mast put in her some time ago, and the greatest care has always been taken of the vessel.

The Detroit Drydock Company have the City of Detroit in for new outside oak planking, and extensive refitting of top works. This fine, compact-built side-wheeler will be fitted out with all of the latest improve-

(*Continued on 5th Page.*)

MARITIME LAW.

SEAMAN'S WAGES—EVIDENCE SACQUELAND V. YACHT METEOR.

U. S. District Court, Eastern District of New York.

On the evidence, held, that the libelant S. was entitled to recover mate's wages during the time he had worked on the yacht Meteor, and that the seamen were entitled to the expenses of their board during the time there was no cook on the vessel.

Benedict, J.

This is an action against the steam yacht Meteor to recover wages for services rendered on board the yacht in the season of 1887. The claim of the libelant Sacqueland is that he was employed to be the mate of the yacht at the rate of $50 a month. That he served as mate, but was paid only thirty dollars a month and is entitled to recover a balance of sixty dollars for the time he served as mate. In his case the only issue is whether he was hired to be mate at fifty dollars a month, or to be deckhand at thirty dollars a month. The testimony of the master and the testimony of the libelant is in absolute conflict on this point. The surrounding circumstances lead me to believe that Sacqueland is entitled to be paid mate's wages. If Sacqueland was not mate, then the yacht had no mate, which seems improbable. It appears that in the previous season Sacqueland was employed first as deckhand on this yacht at thirty dollars a month, was afterwards promoted to be mate of the yacht and his wages raised to fifty dollars a month. He served as her mate to the end of that season. This warrants the presumption that if Sacqueland remained as mate of the yacht for the season of 1887, he would be entitled to fifty dollars a month, the wages paid on the previous season. That in 1887, he acted as the mate and not as a deckhand on the yacht seems to be shown by the act proved that until about three weeks before his discharge he wore a mate's uniform, which uniform he took off on being informed that the owner would not pay him at the rate of fifty dollars a month. The mate's uniform so worn by Sacqueland was bought for him by the master, and made by a tailor who measured him by direction of the master of the yacht. The master's explanation of this circumstance is that it would be contrary to etiquette on pleasure yachts that guests when coming on board should be received by a deckhand, and, as the master could not always be present to receive the guests, the mate's uniform was bought for Sacqueland in order that Sacqueland when receiving the guests might not be known to such guests to be a deckhand. The explanation is hardly sufficient to deprive Sacqueland of a mate's wages. Furthermore, two letters of the master to Sacqueland, at a time when the master was sick and out of town, are put in evidence, which are not such letters as would be written to a deckhand, but are such as would be written to a mate in command. They authorize Sacqueland to employ men; they give him directions to keep the work going ahead, and are inconsistent with the idea that Sacqueland had not control of the crew on board the yacht in the master's absence. The discarding of the mate's uniform at the end of the season by Sacqueland, when informed that the owner would not pay him mate's wages, indicates that up to that time at least he had supposed himself to be mate, and of course earning a mate's wages. Upon the evidence I am of the opinion that Sacqueland is entitled to recover mate's wages up to the time that he took off the mate's uniform.

As to the claim of the other libelants, being seamen who served on board the yacht during the season of 1887, the only question is whether they are entitled to recover seventy-five cents a day for the expenses of their board from the first to the tenth of May, during which time there was no cook on board the yacht, and they paid their own board. In regard to the libelant Brown there can be no doubt. He was employed by Sacqueland, and both he and Sacqueland testify that the bargain was that he should be paid a dollar a day for his labor, and seventy-five cents a day for his board during that time. The other men were hired by the master, and the conflict of evidence in regard to their hiring is complete. The master asserts that the agreement was that they should pay their own board during these ten days. Each of the men assert that the vessel was to pay them seventy-five cents a day for their board during this period. I incline here to believe the statement of the seamen. It seems hardly possible that these seamen would have agreed to work in May for twenty-five cents a day as would be the case if they paid their own board out of the dollar; and moreover, it is proved that one dollar and seventy-five cents per day was paid them in April when they paid their own board. My conclusion is that the agreement was that the board of the men was to be paid them in addition to the dollar per pay. They are therefore entitled each to receive $6.50, except Charles Colson, who, as the testimony seems to show, has abandoned his claim.

Let a decree in favor of the libelants in accordance with this opinion be entered. The libelant must also recover the costs.

October 4, 1888.

THE construction of the government dock along the Sault river bank in front of Por Brady will be commenced this fall and continued through the winter. It will be 1,400 feet long and will cost $100,000. About 2,000,000 feet of timber will be used in the work, and there will be 20,000 feet of rock filling. The bids will be opened at Genera Poe's office in Detroit on Monday. Among the contractors who have submitted bids are Carkin, Stickney & Cram; Hickler & Green; McArthur Bros.; John Drew & Co.; S. Dumond and W. S. Smith. The outer crib will be twenty feet wide and the work must be completed in one year. The government will make this improvement to enable vessels to lay-to when they are unable to get down the river at night and while waiting to get through the locks. The prosecution of the work will help to make things lively here this winter; and it is only one of the improvements entailing a big expenditure of money that is to be put through.—*Sault ste Marie Times.*

THERE were 100 vessels added to the British and Colonial register last month, and 76 removed. The tonnage of the vessels added was 58,116, and that of the vessels removed was 28 474. We are thus adding to our fleets more than double the tonnage we are losing. The steamships included in these returns show still more strikingly the additions. Those removed aggregated about 7,000 tons, but those added were over 41,000 tons. Out of the steamers added to the register for the United Kingdom, 43 in all, there were 13 which were each over 1,500 tons net register, so that a considerable proportion of the tonnage is composed of large steamers.

THEY are able now to give reasonable facilities for the discharge of grain laden vessels in some British ports. The steamer Cymmrodorion has furnished an example of quick despatch in the Tyne. She brought a cargo of 10,300 qrs. of Polish wheat from Odessa and was discharged at the grain warehouses in 20 working hours.

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PROPOSALS FOR CONSTRUCTION—U. S. Engineer Office, Cleveland, O., Nov. 14, 1888. Sealed proposals in duplicate, will be received at this office until 12 o'clock m., on Monday, the 17th day of December next, at which time they will be opened in the presence of bidders, for constructing 6 0 lineal feet, more or less, of the structure of east breakwater at Cleveland, Ohio. Preference will be given to materials and plant of domestic production or manufacture, conditions of quality and price [import duties included] being equal. The attention of bidders is invited to acts of congress approved Feb 26, 1885, and Feb 23, 1887, vol. 24, page 414, statutes at large. All information can be obtained at this office. The United States reserves the right to reject any or all proposals. L. COOPER OVERMAN, Major of Engineers.

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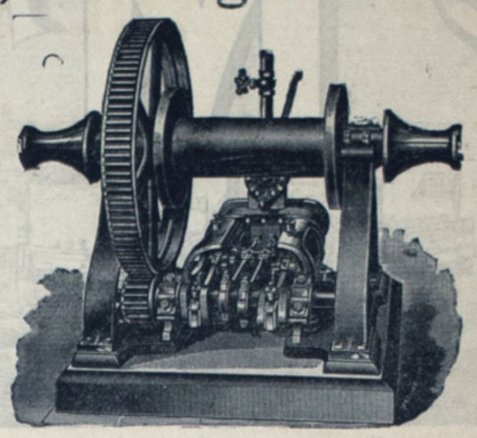

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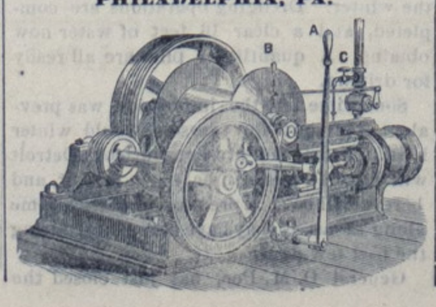

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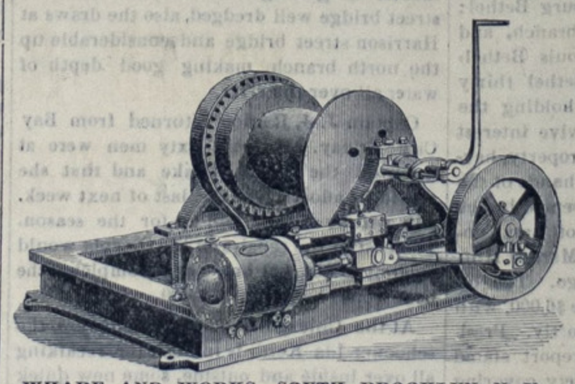

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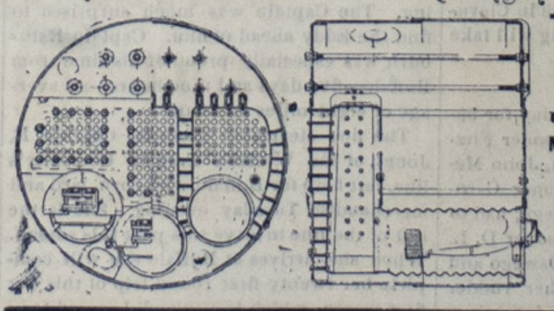

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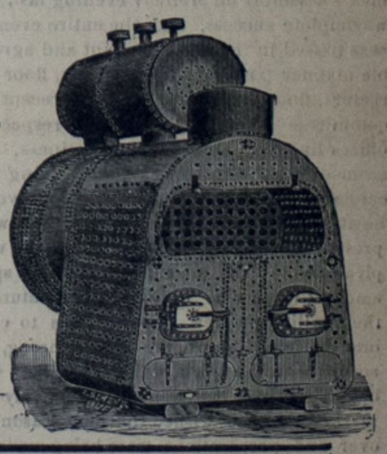

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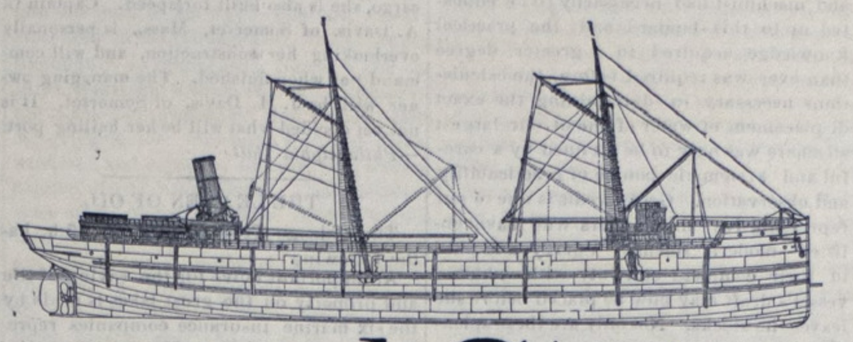

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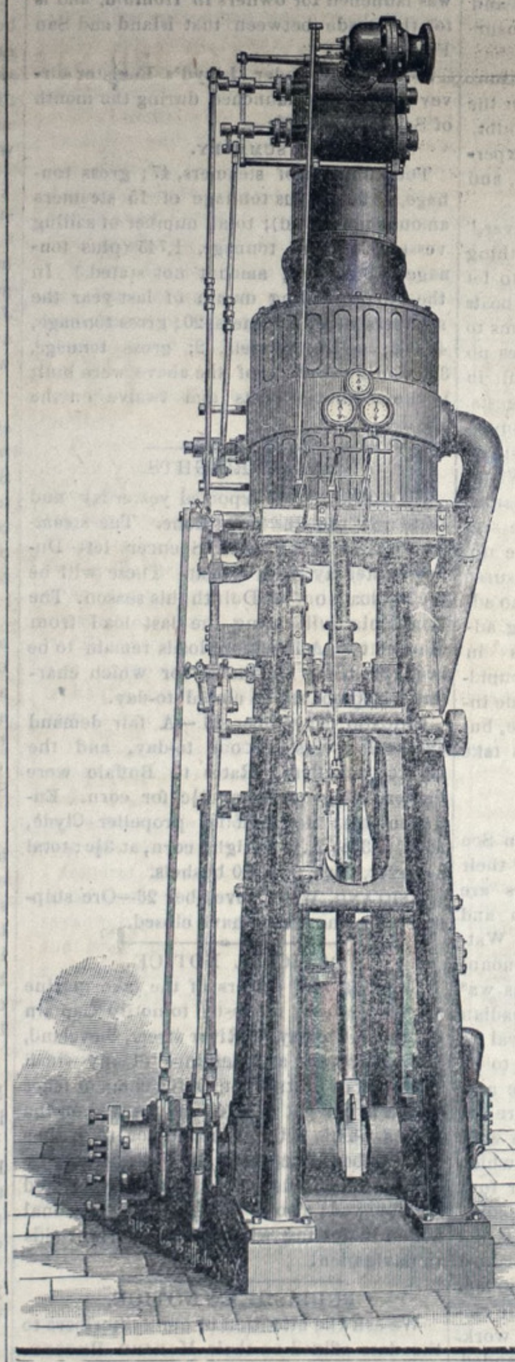

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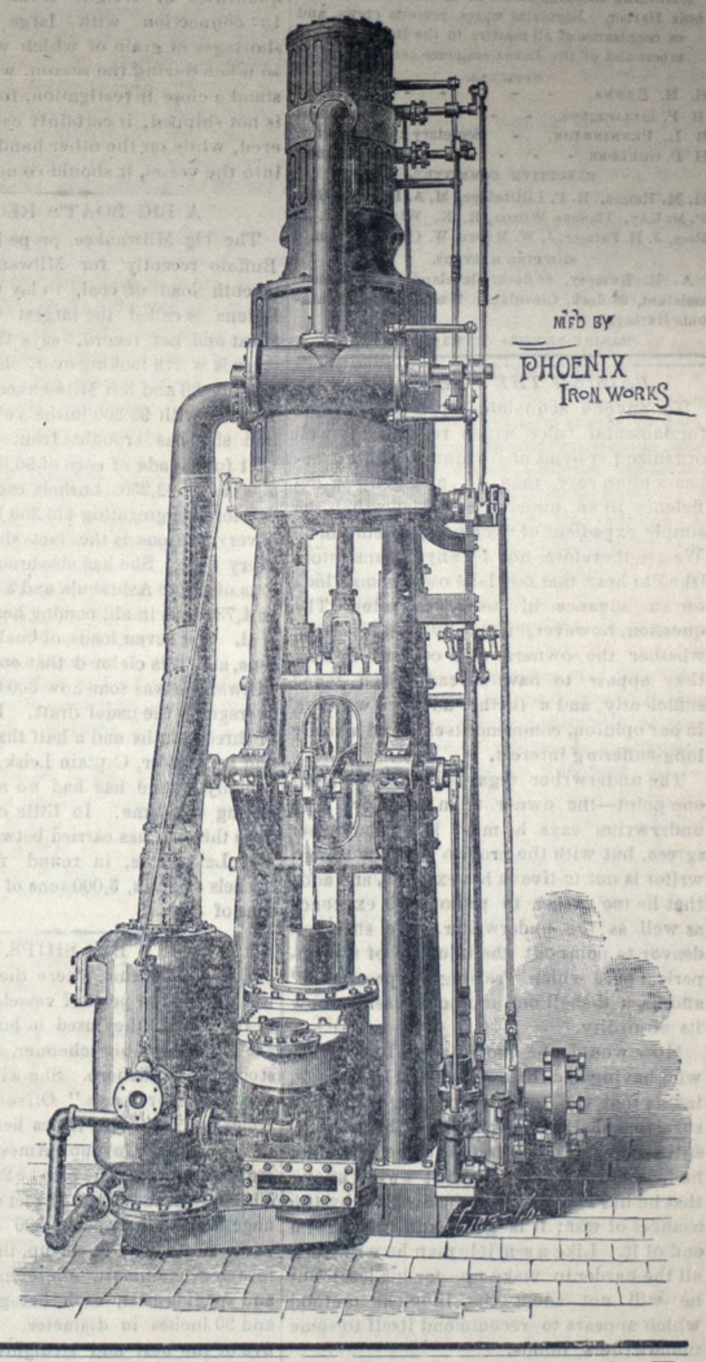

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Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building] Cleveland, O.

A. A. POMEROY, EDITOR AND PUB

BRANCH OFFICE:
252 South Water Street, Chicago, Illinois,
THOMAS WILLIAMS, Associate Editor.

TERMS OF SUBSCRIPTION:
One year, postage paid.....$2.00
Six months, postage paid..... 1.00
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MARINE RECORD—OFFICIAL PAPER.

RAISING THE PREMIUMS.

To anyone acquainted with the simple fundamental rules which regulate all well organized systems of insurance nothing appears more easy than to make up a deficiency in an underwriter's books than the simple expedient of "raising the premiums." We are therefore not by any means astonished to hear that our lake owners may look for an advance in insurance rates. The question, however, naturally presents itself whether the owners will consent or not; they appear to have already been taxed sufficiently, and a further advance will not, in our opinion, commend itself to an already long-suffering interest.

The underwriter regards the matter from one point—the owner from another. The underwriter says he must live; the owner agrees, but with the proviso that the underwriter is not to live at his expense, and adds that he too wishes to prolong his existence as well as the underwriter. We shall endeavor to point out the injustice of the emperical cure which "raising the premiums" affords, and shall on another occasion show its absurdity.

How would the world regard an owner who, having had three vessels and losing one, insists that the rates of freight of the two survivors shall be advanced so that he shall still receive as much freight as he did when he had three vessels? That owner knows that he has lost so much of his capital by the chances of war; it is gone, and there is an end of it. Like a sensible man he will work all the harder to make up for his loss; but he will not adopt the illogical method which appears to recommend itself to some underwriters' minds.

An underwriter takes a risk at his own price. If the chances have gone against him he makes up the deficiency from his capital just as he would have added to that capital had conditions been favorable. It is unjust to make the owners of one lot of vessels pay because those of last year or the year before happened to be unfortunate. The very men who are to be saddled with the advanced rates are perhaps those whose casualties may be far below the average, and there is no equity in their having to pay for the abnormal losses of a previous season.

PROGRESS OF SHIPPING.

Notwithstanding the fact that the close of the season has been more or less affected by the political contest through which the country has recently undergone, we believe that for strictly marine business the past season has been a very prosperous one on the chain of lakes. Engineering works and shipyards have been busy, in many instances working both day and night. And we have turned out, and put afloat as fine a class of powerful boats as there is to be found on any waters of the world. Builders, draughtsman and machinist had necessarily to be educated up to this standard and the practical knowledge acquired in a greater degree than ever was required before, the calculations necessary in determining the exact displacement of water of one of our largest steamers was only to be attained by a careful and systematic course of practicability and observation. Great credit is due to our representative shipbuilders who have enlisted modern science, energy and skill in their complete certainty with which a vessel's draft may now be placed before she leaves the stocks. Not only are these splendid new vessels, representing as they do a large fortune, built, and owned on the lakes, but they also find profitable employment and pay good dividends for the capital invested, different to our eastern seaboard where good, costly ships have been built and owned, only to find employment amongst the trade and commerce of foreign nations; and in one case, which has recently been brought to our notice where a large 2,000 ton American ship, had not entered a United States port, light or loaded, for several years.

Not only are our builders and owners keeping ahead of the times, but mariners also are advancing in the professional skill necessary to handle the heavy tonnage placed under their care, for, on finding that extra vigilance and qualifications were demanded, they, with a spirit of energy and determination to meet the requirements of the times, have studied and schooled themselves to carry out what a few years ago would have been considered a practical impossibility in the manouevering of large vessels in narrow waters, and other tactics essential to the business, and speedy transportation of quantities of freight from port to port. In connection with large cargoes, the shortages of grain of which we have heard so much during the season, would certainly stand a close investigation, for where cargo is not shipped, it certainly cannot be delivered, while on the other hand if it was put into the vessel, it should come out of her.

A BIG BOAT'S RECORD.

The big Milwaukee propeller Helena left Buffalo recently for Milwaukee with her seventh load of coal, to lay up there. The Helena is called the largest wooden carrier afloat and her record, says the Buffalo Express, is worth looking over. She was launched on July 28 and left Milwaukee for Buffalo on Aug. 8 with 96,300 bushels of wheat. Since that she has brought from Chicago to this port four loads of corn of 96,800, 95,700, 95,300 and 92,250 bushels each, the whole five loads aggregating 476,350 bushels. What is very curious is the fact she has overrun every time. She has also brought down 2,480 tons of ore to Ashtabula and 2,350 to Fairport, or 4,730 tons in all, coming here each time for coal. Her seven loads of coal foot up 18,418 tons, and it is claimed that one load taken to Milwaukee was somehow 300 tons short of an average on the usual draft. Here is a record of three months and a half that does the boat and her master, Captain Leisk, very proud especially as she has had no serious accident during the time. In little over a hundred days the boat has carried between Lake Michand Lake Erie, in round figures, 500,000 bushels of grain, 5,000 tons of ore and 20,000 tons of coal.

BIG SHIPS.

Down in Maine, where the American flag was seen at the peak of vessels in every part of the world, they used to build ships, they are building a big schooner. She is on the stocks at Waldeboro. She will be known as the "Govenor Ames." Oliver Ames, Fred L. Ames and Oakes A. Ames being among her owners. The Govenor Ames will be a mammoth schooner. She is to be 265 feet in length 50 feet in breadth and 21 feet deep. Her tonnage will be between 1,800 and 1,900 tons. Five masts will be set up, the lower masts, foremast, mainmast, mizzenmast, jiggermast, and spankermast, each being 115 feet long and 30 inches in diameter. It will require five of the best and straightest trees in the old Pine Tree State to supply these masts. The outside planking is six inches thick and 7½ inches at the gunwale. This is the heaviest planking ever used on a schooner. The ship will have a centerboard, 33 feet long, 15 feet deep, and 9 inches thick, which is made of white oak. The building of this large sailing vessel on the centerboard plan seems to indicate that the yacht races held in New York Bay during the past few years between cutter and centerboard boats, with the continued triumph of the latter, have not been held without practical results. The Ames has nine hatchways, each 24 feet across decks and 8 feet fore and aft. These will be necessary in the loading and unloading. The cabins are very large and the main cabin is furnished with an elegance seldom seen on such a vessel, being in oak and antique woods. There are two anchors, one weighing 6,500 and the other 5,000 pounds, each having eighty fathoms of two and one-half inch chain. She has also a steel anchor of 1,350 pounds, and a kedge of 1,000 pounds, a No. 11 windlass, and a large steam capstan. There will be a hoisting engine of thirty horse-power with which to hoist the sails. While the Governor Ames is intended to carry a large cargo, she is also built for speed. Captain C. A. Davis, of Somerset, Mass., is personally overlooking her construction, and will command her when finished. The managing owner will be J. H. Davis, of Somerset. It is not yet decided what will be her hailing port. —*Philadelphia Call*

THE LEAVEN OF OIL.

The Chicago Tribune of Nov. 15 h, has the following:

An important move for the saving of life and property on the great lakes is made by the six marine insurance companies represented in the Crosby & Macdonald general agency of this city. Believing that the time had come for the use of oil to lessen the dangerous effects of breakers in lake storms, Mr. Macdonald takes a step which, though somewhat startling in marine insurance, is certain to be effective in hastening the introduction of the use of oil on the inland waters.

"Next spring," Mr. Macdonald said yesterday, "we will make a reduction in the insurance rates on all sailing vessels, barges, and towing steamers which we insure, sufficient to cover the cost of oil and the appliances for its use. In cases where vessels refuse to adopt oil and their conditions are such as we think they need it we shall exercise our own judgement about taking the risks.

"As insurers we don't care how many boats go down. The more there of them the greater are the premiums we get, as our rates go up correspondingly. Vesselmen do not understand this part of the question fully, I take it. Every loss the insurance companies suffer means higher rates next season for the other owners. The introduction of anything to prevent wrecks and save property must in the end lessen insurance rates. It is a simple proposition that any one can figure out if he take the time. Of the adaptability of oil for service on the lakes there cannot be the slightest doubt. I hope vessel captains will make the experiments this fall, the Tribune suggests, and give the result to the public."

A vessleman, signing himself "Bollivar," opposes the use of oil, as the "best thing that can be done with old vessels is to let them go." He also advises selling all boats that are unable to stand the lake storms to the underwriters. Of course he takes no account of the loss of life sure to result in "letting the old boats go" as he suggests. The sale of vessels to the insurance companies is one of those fictions that short-sighted mariners are apt to beleive true. When, however, the premiums paid the companies and their losses are figured up for the season it will be found that instead of the underwriters paying the loss it is the insured who have done so. The vesselman who advocates such a course is advocating advanced premiums for his vessels in order to pay for his fellow-owner's cupidity. There is a constant cry that marine insurance is too high, and so it may be, but it will never be lower until owners take steps to lessen losses.

CANADIAN SHIP CANAL.

They are rejoicing in the Canadian Soo over the letting of the contract for their ship canal. The successful bidders are Hugh and John Ryan of Toronto and Brockville, and M. J. Heany & Co., of Watertown, N. Y., whose bid for the amount of work called for in the specifications was $1,200,000. The Ryans are big Canadian contractors and have done a great deal of Canadian Pacific work. The canal is to be 600 feet long, eighty-five feet wide and eighteen feet deep. The approaches are not included in this contract; in fact, this will only be the beginning of the work, which will extend over a period of three or four years. It is very evident that the Canadian government means business, and it is not likely, now they have determined to make a start, that they will permit the work to lag. Both the Soos will be benefitted by the employment of the men necessary in the work. A large sum of money will be expended and a portion of it will find its way to this side of the river. There are good times in store for the residents of both sides of the St. Mary's Falls.

THE Viscountess Bury, which has just been launched, is the largest electrical boat which has yet been built. She is intended for public use, and will carry upwards of eighty passengers comfortably.

A WILD STORY.

The Plain Dealer says: The local vesselmen and shipbuilders laugh at the report from Duluth that the Pennsylvania railway company will build a line of lake steamers. They are inclined to consider it a wild story, as they cannot see what need the Pennsylvania company would have of a line of steamers. The additional statement that the boats would be built on the Delaware and put together on the lakes is absurd.

A late addition to the report from Duluth says: Later developments concerning the line of steel lake steamers announce that the name will probably be State line, or else State's Anchor line. In connection with the projectors it is tolerably well known that they are the same parties who, in 1871, organized the so called Atlantic, Duluth and Pacific line for the building and running of a fleet of twenty vessels between Lakes Erie and Superior. Owning to the failures of Jay Cooke and the financial backset which the northwest experienced, but three of the proposed boats were ever put in commission, the China, Japan, and India, which were at the time of their launching the best vessels afloat but which will be relegated into third class freighters by the time the new leviathans are completed. Some time during the 1889 season of navigation the line will establish at this point its general northwestern headquarters. A tariff of extremely low through passenger and package rates will be arranged for the opening of the line in 1890. Bulk cargoes east and westbound will be carried at the lowest going rates, and the war of rates will be vigorously pushed with opposing lines. Two million dollars will be expended in the obtaining of docks, wharfages and terminal rights along the lakes, and the most improved facilities for the rapid and safe handling of package and bulk cargoes will be employed.

BRITISH SHIPBUILDING IN SEPTEMBER.

During the first eight months of the present year there were added to the British registers of shipping 309,808 "effective" tons, after meeting all losses. That is to say, that the steam tonnage is multiplied by three to bring, according to a general calculation, to the same working level as sailing vessels. At this rate there will be a very heavy addition to the tonnage before the close of the year.

Last month the number of ships launched was more than double what it was for the corresponding month of last year. And a large number of the vessels launched were steamships of considerable dimensions. It is noticeable that one of the sailing vessels was launched for owners in Honlulu, and is for the trade between that island and San Francisco.

Vessels built under Lloyd's Register survey reported as launched during the month of September, 1888:—

SUMMARY.

Total number of steamers, 47; gross tonnage, 48,959 (plus tonnage of 15 steamers amount not stated); total number of sailing vessels, 5; gross tonnage, 1,745 (plus tonnage of 3 vessels, amount not stated.) In the corresponding month of last year the numbers were: Steamers, 20; gross tonnage, 40,863; sailing vessels, 2; gross tonnage, 3,100. Twenty-six of the above were built in the northeast ports and twelve on the Clyde.

LAKE FREIGHTS.

No charters were reported yesterday and little now remains to be done. The steamers Yakima and George Spencer left Duluth yesterday with wheat. These will be the last loads out of Duluth this season. The Roumania will bring the last load from Marquette. A few more loads remain to be brought from Escanaba, for which charters will probably be closed to-day.

CHICAGO, November 26.—A fair demand existed for vessel room to-day, and the market was firm. Rates to Buffalo were higher, being quoted at 3½c for corn. Engagements: to Buffalo, propeller Clyde, corn, at 3½c: A.P. Wright, corn, at 3½c; total capacity, corn, 145,000 bushels.

ASHLAND, WIS., November 26—Ore shipments for the season have closed.

OFFICIAL NOTICE.

Captains and officers of the lake marine are respectfully requested to notify Captain George P. McKay, 53 River street, Cleveland, the particulars and bearings of any shoal spot, reef or obstruction on the chain of lakes which is not yet buoyed or marked on the charts. This action is called for to reduce the number of accidents, strandings, etc., by having dangerous places accurately located and buoyed; also to influence congressional action in dealing with these important aids to navigation.

PUBLISHER'S NOTICE.

We ask the attention of our subscribers to the date affixed on their MARINE RECORD. If this is closely observed all who are in arrears can determine the amount due this office. While the sum appeaas small to subscribers, thousands of them make much difference in our ability to meet bills presented each week and we trust that the readers of the MARINE RECORD will consider this notice in the spirit in which it has been published and immediately square accounts with the office.

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MARINE RECORD—OFFICIAL PAPER.

ACCORDING to excellent authority, the green cast of the sea in many parts is due to the presence of numerous diatoms, radiolaria, &c.

THE West Indian mails of the British steamer Atlas, which recently foundered in New York harbor, have peen recovered in fair condition.

THE Red Star line Steamship Co., plying between Antwerp and New York, contemplates building two new steel steamers of large size for that trade.

FOR nearly five months the abandoned English ship Rock Terrace had been floating around in the Pacific Ocean without a crew, or a living thing on board.

THE owners of the British barque Mary Kitchen, have placed the vessel under the flag of the Argentine Republic, and mean her to hail from Buenos Ayres.

THE first great timber raft went adrift last December. According to recent reports the logs are now covered with barnacles, and float just beneath the surface, they are floating in large quantities near the Maderia Islands.

THE Dutch royal mail steam navigation company has ordered three steamers from the royal shipbuilding yard at Amsterdam, and four from the royal shipduilding yard De Schelde at Flushing. The vessels are in course of construction.

UNDERWRITERS and navigators will not be pleased to learn that Californa parties are about trying to increase the perils of the sea by strewing the Pacific with logs after the most effective eastern method. It is stated on reliable authority that log rafts will probably be sent as far south as Chili.

THE Russian government has granted a subvention of 110,000 roublos per annum to a company which has undertaken to establish a line of steamers between the Russian ports on the Pacific and those of Corea, Japan and China. These steamers are to be available for government service, in case of war.

THE Swedish steamer Albert has been chartered for the West Indies and American fruit trade, by the tropical fruit company. She will receive $1,500 per month, the charter having been made some time before the recent advance in ocean freight. At the present rates the charter could not have been placed for less than $3,500.

ENGLAND, Germany, Russia, and France are alive to the importance of the carrying of freight and passengers on the Pacific, and subsidized lines from these powers are already working into the trade. Quoting the slang phrase used in our recent political contest, "what's the matter with the United States" in this development.

THE central society of German merchants has petitioned Prince Bismark to assist the establishment of a direct service of freight steamers between Hamburg, Bremen and the East Indies. The petitioners hope that in the event of the German shipowners not being able to carry out the scheme by their own efforts support to the undertaking may be provided out of the imperial treasury.

CAPTAIN SAMUELS, of the British steamer Malkin Tower, whose vessel last year came into collision with a steamer belonging to the Russian navy, whereby 11 sailors of the latter were drowned, has been sentenced by the Odessa court to undergo 3 months imprisonment, to do penance prescribed under the ecclesiastical law, to pay 150,000 roubles to the Russian government, and 11,000 roubles to the families of the sailors who lost their lives.

CAPTAIN DOMINIQUE POULET, of the Frenc fishing schooner Madeline, which was cut down and sunk off the banks of Newfoundland by the British steamship Queen, has filed an action against that steamship in the United States district court for $38,500. Of this amount $18,500 is for the loss of the cargo, $16,000 for the vessel, and $4,000 for loss of the crew's personal effects. Captain Poulet says that the collision was due to the carelessness of the officers of the Queen.

THE Ashland News calls November 17 the fateful day on Lake Superior. It says: "Four years ago last night the Manistee went down somewhere off the Apostle Islands with all on board, in a biting, cold, awful storm. Three years ago last night the Algoma, a floating Canadian palace, found her last port at the bottom of Lake Superior near Isle Royal. Two years ago the Lucerne went to Davy Jones' locker, off Chequemegon Point, with every soul on board. A year ago yesterday was marked by equally stormy weather and the steamer Arizona burned to the water's edge near Marquette.

The Duluth Herald says: The season has been a good one in every branch of business. Passenger travel has been greater than was expected while freight business has been a constant surprise to vessel men all season. Starting in dull, and with little prospects of any advance, it has grown better and better as the season advanced, and there are no vessel owners who can not feel satisfied with the year's business. Duluth has suffered in several ways. In the first place coal docks early in the season became crowded, and coal could not be moved fast enough to carry off the surplus, and the short crop in Dakota has affected grain shipments most seriously for a time.

MARINE ACCIDENTS.

He suggests as a remedy that the words running on routes crossing rivers or streams not exceeding a distance of three miles from dock to dock be inserted after the words ferry boat in section 4,464, revised statutes.

General J. A. Dumont, chief of the Steamboat Inspection Service, reports that during the fiscal year ended on June 30th, 6,425 vessels were inspected and 29,541 officers were licensed being a decided increase over the work of the preceding year.

The total number of accidents during the year resulting in loss of life was 36, causing the death of 202 persons, or 18 less than during the previous year. Of the killed 85 were passengers and 117 were officers or persons employed on the steamers. The loss of life during the past fiscal year, besides being less than the year previous, is less than the average annual loss for the decade terminated by the year.

Another matter, says General Dumont, deserving the attention of congress, is the abuse of the provision contained in section 4,462, revised statutes, which exempts ferry-boats from the restrictions applied to other passenger steamers in the matter of limiting the number of passengers carried, the abuse referred to having been made possible by the broad definition given to the term ferry boat through the inadvertence of congress to define it in the statute itself.

General Dumont suggests an amendment to section 4,426, revised statutes, requiring all steam yachts or small craft of like character, etc., to carry a licensed engineer and a licensed master, so that vessels of this class of less than five tons burden may be navigated by one person acting in the capacity of pilot and engineer, provided he is qualified to do so. He also advocates legislation to bring all vessels carrying pleasure parties, except sail or row boats, within the provisions of the steamboat laws to the extent, at least, of obliging them to carry a licensed pilot. His remarks on the subject apply paticularly to launches navigated with naphtha or similar motive power.

INFORMATION WANTED.

CLEVELAND, November 27.

To the Editor of the Marine Record.

DEAR SIR: I have had earnest inquiries for information regarding the whereabouts of J. L. Hart, seaman, hailing from Long Island. He left his native place several years ago and from the last accounts he boarded in Cleveland, making this city his home, when not employed on the lakes. Recently a small legacy has been bequeathed to him and all avenues have been traversed in the hopes of finding some trace but without success. His wife, who is now in indigent circumstances requests me to appeal to you, believing that the wide circulation of the MARINE RECORD amongst vesselmen will lead to direct information. Proofs of his death would allow the small sum bequeathed to revert to his widow and I need scarcely repeat that she is in pressing necessity of assistance. If you will kindly give this your attention, you will confer an obligation,

PETER LISTON,
President Seamen's Union, River street.

Any person having knowledge of the seaman mentioned above will please advise this office, as we understand the seamen's rooms on River street are closed during the winter season. [ED.]

NEW TRANSATLANTIC STEAMER.

At the Glasgow Exhibition there is a model of a new steamer from Fairfield, and bearing a plate stating that she has been designed for the Guion Steamship company, limited, to sail between Queenstown and New York in five days. Length, 560 feet; breadth 63 feet; depth 52 feet; tonnage 11,500. She is a twin-screw steamer, has two masts and four funnels, her bridge being aft of the funnels, about 80 feet from the stern, while on the foremast is attached the lookout's post. We learn from from a reliable source that the vessel has four decks, with accommodation for 1,000 first class passengers, a few second-class passengers, and a large number of thirds. She is divided into separate compartments by seventeen bulkheads, four of them for the boilers. These are sixteen in number and double-ended. Aft of the boiler spaces will be two sets of triple expansion engines to drive the twin screws. These engines will be of enormous power.—Engineering.

[*Around the Lakes Continued from 1st Page*[

ments, electric lights, etc., and next spring will be placed on the Lake Michigan route between St. Joseph and Chicago. She will there represent the fastest and most comfortable boat on the lakes. The Canadian steambarge Owen is docked for caulking, a new shaft, and will be ironed off. The propeller Iron Chief is at the dock taking out her cylinder, and the Iron Age will follow for the same purpose. The new wooden steambarge No. 94 is well in frame, and work on her is progressing steadily. The steambarge R. J. Hackett is having a new main lower mast stepped. At this company's yard in Springwells, work is being actively carried on, and the new wooden steambarge building there is all in frame and partly ceiled. Repairs on the schooner H. W. Sage is nearly completed. The propellers Peck and Brown will be ironed off.

MILWAUKEE, WIS.

Special to the Marine Record.

The tug Welcome took the Holland's barges to Racine.

The steamer R. P. Fitzgerald will go to Chicago and lay up.

The tug Temple Emery is in dock receiving a new shoe and other minor repairs.

The schooner W. I. Preston, ashore on Wolfe Island, is breaking up in the gale.

The steamer Langell touched bottom coming up, and her captain filed a protest upon his arrival.

The Waubun brought the schooner M. E. Tremble here to receive a partial rebuild at Wolf & Davidson's yards.

The schooner Cora Post, laden with barley, is ashore on Bell's Point. The seas are breaking over her and she may prove a total wreck.

Mr. Samuel Neff, of this city, has bought the burned steamer St. Joseph, now lying at Port Huron, and will bring her to this place to be rebuilt.

The Milwaukee Tug Boat Line have started to build two new hulls for tugs, and they will probably take the places of the tugs Holten and Starke Bros.

The Chicago tugs have been quite numerous around here the past ten days, the Morford, Chicago, Calumet and Waubun having called in on their search for tows.

A special from Port Huron, Mich., says the steamer F. W. Wheeler reports picking up the crew of a foundered vessel on Lake Huron. The name of the unfortunate craft has not been ascertained.

A special to the Evening Wisconsin from Kingston, Ont., says the schooner Julia parted her cables and was driven ashore a South Bay Point. She is pounding heavily. Folger Bros. own her. A steamer has gone to her rescue.

The arrivals were quite numerous during Saturday and Sunday. Among them were the steamers Helena, Progress, Flower, Langell and tow, Holland and tow, Rugee, Sheriffs and Tuttle. With the exception of the Sheriffs they will all strip here.

Messrs. Reibolt, Walter & Co., of Sheyboygan, have contracted with Mr. E. Buckley and others, of Manistee, to build for them a steambarge of 500,000 lumber capacity. Her machinery has not been decided on as yet, but will probably be a fore and aft compound.

The schooner L. A. Burton was dismasted in the river Monday afternoon. She had been lying at Norris' sail loft stripping and the tug Starke was towing her through East Water street bridge. The bridge men swung the bridge too soon and caught one of her mizzen stays, which broke, and her mizzen mast broke off close to the cabin. In its fall it broke the yawl, also the main and fore topmasts, sprung her foremast and broke the end of the jibboom. The city will have to foot the bill.

The Eagle Iron Works has had several recent inquiries from vessel-owners, for their duplex hoisting and deck engines, and a busy time is expected after navigation has closed.

General Manager Carter, of the Detrrit and Cleveland Steam Navigation Company, says that the line will be kept open and that their boats will run between Detroit and Cleveland as long as safety to life and property will permit.

WEST BAY CITY, MICH.

Special to the Marine Record.

The steamer Majestic was successfully launched from James Davidson's shipyard last Saturday afternoon, in the presence of many spectators, who were anxious to see the marine monster gracefully slide into her native element, and they were not doomed to disappointment, for it was a beautiful launch. The Majestic is without doubt the largest wooden steamship afloat, as her dimensions following will testify: Length of keel 294 feet, extreme length 315 feet, breadth of beam 40 feet, depth of old 22 feet on top of floor keelsons. She has extra floor limbers running from bilge to bilge, thereby leaving but three inches space between frames, and making almost an entire solid bottom. Her main keelsons 16 by 16, rider keelsons on top of main keelsons 14 by 16, and there is a steel keelson 28 inches wide by ½ thick, and an assistant keelson along side of steel keelson and bolted through steel keelson and main keelson and down through frames. She has 10 floor keelsons 14 by 14, and they run the entire length of the steamer, on top of which there is a floor 8 inches thick. There are seven strakes of bilge keelson 8 and 9 inches thick which are thoroughly edgebolted and fastened to frames with 4 bolts on every frame. She has 3 strakes of clamps notched on to frames 2 inches. Her deck beams are 9 by 10, and 9 by 12 and they are on every frame, making them 22 inches from center to center. There are heavy shelf pieces, 36 inches wide, and there is a heavy hanging knee under each beam, fastened with 10⅞ bolts in every knee. Her planking on bilges are 6 inches thick, and on the sides 5 inches thick. She is thoroughly strapped with steel. Her main cord at the head of frames is 12 by ⅞. She has a double arch cord on outside, let into frames flush 12 by ⅞. She has diagonal straps riveted to main and arch cords and going under the bottom one-third of the way. She has a heavy steel arch on the inside ceiling, 12 by ⅞, bolted thoroughly to ceiling and frames. She has three spars and a complete outfit with all of the latest improvements, iron blocks, steel wire rigging, etc. She has a steel bed plates, windlass, and capstans, forward, and a steam capstan aft, on quarter deck. These machines were made by the American Ship Windlass Co., Providence, R. I. She has the Williamson Bros. latest improved steam steerer. She has a triple expansion engine, 20, 33 and 54 with 42 inch stroke, with steam reverse gear and all of the latest improvements. It is from the Frontier Iron and Brass Works, of Detroit, Mich. She has two steel Scotch boilers 11½ by 13 feet long, to carry 150 pounds of steam. They were made by M. Riter, of Buffalo. She will run heavy loaded, 14 miles per hour on ½ ton of coal per hour. She will carry 100,000 bushel of corn or the usual draft of water. Her cabins are handsomely fitted out. She has two spare rooms with parlors off from each and all finished in hardwood with oil finish, and commodious apartments for the crew. Knobs, locks, etc., are of brass, together with carpets, curtains, bathrooms, her cabins present a lovely spectacle. Her model is considered by experts to be the finest on the lakes. She is already for sea and with water in boilers she draws 4½ feet forard and 9½ aft. She will not leave port this year, but will go into winter quarters. She is owned by Captain James Davidson. TRIDENT.

BUFFALO.

Steamers Blanchard, Waverly, and Newburg, which have been running on the Vermont Central Line for two years, arrived Saturday. Blanchard and Waverly were delivered to owners. Manager Baldwin at once attached the Blanchard for $12,200 for damages sustained by the lessees from giving out of boiler July, 1886. Under the contract the Vermont Central people were to look after ordinary repairs. They claimed the boiler was defective and owners are responsible. Captain T. W. Millen one of the owners, had her bonded and released. She left to-night for Detroit to lay up. Millen claims the boiler was not properly cared for by the lessees. It is understood the Newburg and Pridgeon have been leased by that line. The Northern Light returns to Superior. Scranton, Japan, Montana, Newburg, Prentice, and tow and C. P. Minch lay up here.

Captain Ellis, of the Servia, in a letter to your representative, protests that the Eddy-Servia race was an unequal one. He offers to race the Eddy to Buffalo for any sum the Eddy can raise. The Eddy's adherents claim that the challenge lacks an essential in that it is not accompanied by forfeit money. Much feeling on both sides is displayed.

The tug Anna P. Dorr, which went with the tug James Adams to the relief of the tug Edward Maytham, which is sunk at Dunkirk, dfeounred Monday morning at 4 o'clock about four miles from Dunkirk light in over one hundred feet of water. The Dorr and Adams arrived off Dunkirk at 8 o'clock, but could not run in owing to the heavy northeast sea. They worked around outside against a strong wind till the hour named, when the Dorr began to fill and went down in about half an hour. A snowstorm began at three o'clock and the crew was with difficulty taken aboard the Adams, which put into Dunkirk just after daylight. The Dorr is a total loss. She was owned by O. W. Cheney, built in 1870 and valued at $7,000. She was insured. The tug Adams had a steam pump lashed aboard and came out all right except a little damage to her fender. The big tug S. W. Gee goes to Dunkirk in the morning to assist in releasing the Maytham. The latter is thought to be little damaged.

The elevator men here have decided to test the constitutionality of the elevator law passed by the State legislature at its last session. For that purpose a friendly suit was brought by the Lehigh Valley Transportation Company by indicting J. Tallman Budd, manager of the Well's elevator, for overcharging by forcing the grain men to pay storage. The case went to trial Monday morning, Mr. Budd being fined $250. It will be appealed to the general term of the superior court and from there to the court of appeals.

KINGSTON, ONT.,

The steamer Empress of Indiabefore laying up, will bring one more cargo of apples from Picton to Kingston. The Napanee river is frozen over and navigation is stopped.

The steamer John R. Maynard is on the marine railway at Portsmouth. The schooner Julia is ashore at South Bay. She is light. Folger Bros. own her. The Calvin wrecking apparatus has gone to her assistance. The schooner Cora Post, grain laden from the wrecked schooner Preston, is ashore on Bell's point. She will probably prove a total loss. The Preston is breaking up in the gale.

SAULT STE MARIE, MICH.

There have been no passages through the canal since noon.

The latest from the Starrueca is that both anchors are broken in three places, and all hope of saving her is about abandoned.

The steambarge, W. A. Avery, bound down, ran aground Saturday at Farmer's Ridge, Sault river, and will have to be lightered. The lighter, M. S. Trempe, went to her this forenoon and the tug Andrew Smith will go in the morning.

The St. Magnus, Canadian propeller owned at Hamilton, came into port here to coal up, direct from a Canadian port. Her master failed to report and his craft was seized. A fine of $1,000 was paid. The secretary of war will be petitioned to refund it.

Captain Jenkin, of the steambarge Schoolcraft, towing the Tom Nester, reports very little ice in Mud Lake. He told the marine reporter that ice had only barely formed. There are about forty boats still in Lake Superior and Superintendent Lynch, of the canal, thinks none of them will have any trouble to get down. He predicts that Soo river navigation will not close before December 5.

The salt water tug Sea Gull, owned by Ried, of St. Ignace, passed through laden with supplies for Cook's landing, after which she will proceed to the Starucca. It was her first trip to Lake Superior. The Sea Gull formerly plied between New Orleans and New York. She has powerful machinery, lots of coal room, heavy sides and remarkable beam, in fact ocean style all over. A large crowd collected to see the craft. Her time is reported to be eighteen knots an hour.

It is said that on taking out 300 tons of freight from the midship hatches of the Starucca it was found that all her frames, ceiling and planking were stove in from the bilges clear aft and the keel broken in several places. On placing the steam pumps aboard it was impossible to lower the water below the lake level. The lighter took off two loads, placing one on the large tug Sea Gull. About 550 tons of freight have been recovered, a considerable portion of which has sustained no injury. Captain Furie and an assistant are in charge of the wreck. The Starucca was built by the Union Drydock Company in 1874, rated A2, was valued at $65,000, and is uninsured. Her cargo was insured to the full value, mostly in Smith & Davis companies.

SHEBOGAN, MICH.

The White Shoal lightship has been removed from the shoal for the season.

Rieboldt, Walter & Co., of Sheboygan, are now laying down the lines of the steamer which they have contracted to build for Charles F. Ruggles, of Manistee. Her dimensions are to be: Length of keel, 150 feet; over all, 165 feet; beam, 31 feet; hold, 12 feet; carrying capacity, 450,000 feet of lumber. Two steel arches will be introduced to strengthen the hull—one starting abaft the engine and ending at the stem, the other starting abreast of the foremast and ending at the stern-post. She is to have a fore-and-aft compound engine with cylinders 19 and 36 inches in diameter and 30 inch stroke, while the boiler will be 9 feet in diameter and 15 feet long, with a guarantee of 110 pounds of working pressure. The steamer is calculated to run 12 miles per hour in light trim.

The Evening Star is in drydock here for extensive repairs. The tug Sheboygan goes into winter quarters here December 1. The steambarges Jim Sheriffs, Carter, Arcadia, and Maggie Marshall sought shelter from the storm here. The schooner Reuben Doud came out of drydock after receiving repairs amounting to $2,500.

LUDINGTON.

Special to the Marine Record.

Captain J. B. Muir of the F. & P. M. No. 1, died yesterday, November 22, after an illness of about one week. Murdock McRae took charge of her.

The small steamer Volunteer, ashore at Lincoln, two miles north of Ludington, has been hauled up out of reach of the sea and will remain there till spring.

The Ward fleet is laid up, and other lumber craft belonging here is being laid up as fast as they arrive.

The small steamer building for Butters, Petters & Co. is progressing finely.

Captain Duddleson, L. C. Waldo, of Ludington, and G. W. Raby are building a steamer at F. W. Wheelers West Bay City ship yard of the following dimensions: Length of keel 284 feet, beam 41 feet, moulded depth 23 feet, triple expansion engine 19, 30 and 54 and 40 inch stroke, two eleven feet boilers all furnished by the Cleveland Ship Building Co. She will have Providence steam windlass and capstans and Williamson's steam steerer, and will be launched about December 15. Captain Duddleson is at present master of F. & P. M. No. 4 and will probably remain with the R. R. Co. till near spring. D. D.

DULUTH, MINN.

Material is being hauled on the ground at Duluth for Captain B. G. Yocum's new barge. Napoleon Grigon has the contract for building her and he promises to produce a boat which will be a credit to her owner. This will be the first boat built of wood in Duluth.

MARINE CITY, MICH.

Captain W. B. Morley now has about twenty-five frames up for the new steamer which he is building at his yard in Marine City. This steamer will be a little longer than the W. B. Morley, and be the largest boat ever built on the St. Clair river. She will probably carry 2,800 tons.

GREEN BAY, WIS.

Freeman & Kellogg are building a steamboat at Green Bay designed for the Lake Winnebago and lower Fox river trade. The craft has been nearly planked and will be about 130 feet long, or practically the proportion of the Leander Choate, which was burned last summer. It is understood that the new steamer will run from Green Bay to Fond du Lac, touching at Oshkosh and other intermediate points, making the trip twice a week and connecting with Chicago and Buffalo boats.

SANDUSKY, OHIO.

The shipyard boom here received fresh impetus in consequence of the arrival of Mr. W. D. Crane from the east, where he went a week ago on business connected with the enterprise. At an informal meeting of gentlemen interested in securing the yard here, Mr. Crane exhibited plans of the proposed piers, drydocks etc., and assured the gentlemen that he had secured the necessary financial backing to enable him to enter at once upon the construction of buildings docks, etc.

TORONTO.

After discharging her cargo of coal the schooner Emerald will lay up for the winter. Her canvas has been taken off.

Schooner Lewis Ross, Captain Phillips, arrived from Charlotte with 435 tons of coal for the Ontario Coal Co. After discharging the Ross will lay up here for the winter.

Schooner Starling has been stripped, and goes into winter quarters here.

Schooner Albacore will go to Oakville after unloading to lay up there and have some remade pairs.

FORE AND AFT.

The Harvey lumber company of Chicago has sold the burned steambarge St. Joseph, as she lies at Port Huron, to Sam Neff for $3 800.

Rieboldt, Wolter & Co. are building a steambarge to carry about 450,000 feet of lumber. She will be owned by Manistee mill men.

The contract for the locks on the new Sault ste. Marie canal was signed at Ottawa on Tuesday by Hugh and John Ryan, who will commence work immediately.

Captain O. M. Nelson, of Milwaukee and L. Bahle of Sutton's Bay, Mich., who recently sold the schooner O. M. Nelson, contemplate buying or building a small steamer during the season.

The owners ot the propeller Waldo A. Avery, which was aground on Farmer's ridge, Sault river, were informed that she has been released after having lightered about 150 tons to her consort. The damage to the steamer by collision with her consort is not serious.

It is understood that the keel for a steambarge, on the style of the Omaha, will shortly be laid at the yards of the Milwaukee shipyard company. The boat is being built by a small syndicate containing Chicago representation. She is to be 230 feet long, 38 feet beam, and is to be supplied with a fore and aft compound with plenty of steam. She will cost about $90,000.

NATIONAL ORGANIZATION OF BOILER INSPECTORS.

The convention of boiler inspectors to form a national organization met in Pittsburge recently delegates from nearly every state in the country being present. Mayor McCallan welcomed the delegates in a brief address in which he tendered the freedom of the city. Captain Wm. McClellan of St. Louis then made an address outlining the objects of the proposed association. He said that the principal objects were to adopt a uniform system of boiler inspection and to prevent the employment of incompetent engineers.

A permanent organization was then effected and the following officers elected: President, William McClellan, St. Louis; vice presidents, W. A. Powers, Brooklyn; J. H. Standevan, Omaha; J. H. Laforge, Waterbury, Ct; E. D. Bateman, Cincinnati and John Overnan, Philadelphia; secretary, Washington Guthrie, Chicago; treasurer, William Mullen, New York. President McClellan stated that during the ten years, from 1875 to 1885, there were 2,267 boiler explosions, in which 4,608 persons had been killed and 4,710 injured. The question of admitting engineers to membership caused a lively discussion and it was finally decided to restrict the membership to boiler inspectors.

FOR SALE.

STEAMER W. H. BROWNE for sale or will be traded towards a larger passenger boat. Length over all 68 feet beam, 14 ft, passenger license 36, engine 13½ by 14, boiler 8 ft 5 in shell. Built in 1882. Every thing in first class repair. For further information, address owner.

JACOB FISHER.
Care Nielsen's Bank, Pentwater, Mich.

FOR SALE.

A SCOTCH TYPE MARINE boiler. Dimensions 5 ft diameter, 9 ft long, and is allowed to carry 125 lbs of steam. This boiler is covered, has only been in use for one season, and is in perfect condition. Any one requiring a boiler of this description would do well to correspond with the undersigned

RUSSEL M. BRADLEY, or CAPT. L. S. DELAND.
Bay City, Mich.

Shipyard for Sale or Rent,

THE LOOMIS SHIPYARD AT ERIE PA., IS OFfered for sale or rent, including all materials tools and good will. A first class opening for a ship carpenter with moderate capital. Terms to suit purchaser. If not disposed of as a whole, will sell tools materials, etc., in lots to suit. For inventory, terms, etc., apply at MARINE RECORD office, or to D. L. HUBBARD, Erie, Pa.

FOR SALE,

PASSENGER PROPELLER GOLDEN EAGLE, Thoroughly over hauled this spring, "Sutton" Engine 14×14, 100 pounds steam, runs 14 miles an hour easily, and carrys 300 people. Owner has no reute for her and will sell for what she is worth.

JAMES E. ENGLISH.
East Saginaw, Mich.

PILOT ISLAND.

Pilot Island, where the Northwest is in trouble, has been the scene of more disasters than any other point on the great lakes. Death's Door, the historic entrance to Green Bay, leads close by it, and the resolving light on the island is said to be deceptive. When it flashes up the light appears to be close at hand, and when it dies away it seems miles away. As vessels are compelled to pass within eighty rods of it, the point is exceedingly dangerous. The island itself is but a spot, and a sea is always running over it except in midsummer.

The Northwest was to tow down to Escanaba from Milwaukee with the Raleigh and Couch from Chicago. While waiting for the Raleigh a fair wind sprang up and the Northwest started to sail down alone. She reached Pilot Island and came to grief long before the Raleigh caught her. The David Stewart fetched up in the fall some fifteen years ago. The Stewart, a large new schooner, was also running light, and landed in nearly the same position as the Northwest. All efforts to release her before winter set in, were futile, and it was far into the succeeding summer before she was again floated. It now seems probable that such will be the experience of the Nortwest.

AN EXTREME REMEDY.

It was time to go, by the steamer's clock, yet she lingered still at her dingy dock, and the mate blasphemed, and the captain roared, and the rain it steadily poured and poured on the luckless men who still implored that obstinate mule to go aboard. With rigid limbs and stony stare, with ears firm set and its tail in the air, and an haw-he-haw-he long and loud, that horrible mule defied the crowd; and heedless of hunch and kick and nudge, it stood stock still in the muck and sludge—a mule with an everlasting grudge, that had taken an oath it wouldn't budge.

"Let me take that mule," said a passer-by; I'll load him or know the reason why. I've had some dealings with men and mules, and learned some things not taught in schools" The crowd made way and the man drew near, and into the ear of the hapless beast he sang—for shame! he sang of the Letter That Never Came. With a voice like a wheezy clarionet's he warbles the song, Sweet Violets. Bewildered by the dismal sound, the tortured mule turns half way round, and full in its face the man then sings the crowning woe they call White Wings. With a trembling step as each fell note, the animal backs in to the boat. Tis done. But the mule—ah! well-a-day. Tis its corpse the steamer carries away.

CONDITION OF THE NAVY.

Chief Constructor Wilson, of the navy, in his annual report of the operations of his bureau during the past fiscal year shows an expenditure of $885,349 in the repair of ships; and payments on account of vessels in course of construction during the year, amounting to $3,266,195. The present strength of our navy and the condition of the vessels is summarized as follows: Five double turreted monitors, awaiting completion two belted cruisers, preparing ways; thirteen single turreted monitors, in ordinary; twenty three unarmored steel and iron vessels, four of which are in commission, eleven building, two repairing, five on station, and one in ordinary; twenty-eight wooden steam vessels nearly on station or undergoing repairs; and eleven iron and wood steam tugs. The estimates for the next fiscal year call for $936,452 for construction, and repair of vessels completed, and $3,540,000, the latter sum already appropriated, for hulls and outfits of new ships.

He recommends the immediate construction of experimental works to cost $60,000, for use in the determinatian of the resistance and other qualities of ships by means of models, holding that the tanks will be of permanent value in designing high speed vessels and in analyzing the qualities of ships.

Now that a signal station has been established at the Sault, marine men, including the most prominent vessel-owners on the lakes, have begun to agitate the establishment of a station at Detour. They say that is demanded by the interests of navigation and that since a telegraph line has been constructed to the Point, there is nothing in the way of locating one there. A prominent captain of a Buffalo boat said on Thursday: 'The station here furnishes us just what information we want before entering Lake Superior, while at the mouth of the river, we have nothing for guidance before leaving it to enter the lakes below." It is nearly assured that the Vessel-owners' Association will take hold of the matter during the winter and it is more than probable that next spring will see the location of a signal station at Detour.

BUFFALO, N. Y., November 16, 1888.

Notice is hereby given that the removal for the winter of the buoys in that portion of the Tenth Lighthouse District embraced by Lake Erie and the Detroit river will begin about the 15th instant and probably be completed by December 5. Small, scantling buoys will be left to mark the more important stations, as usual, in place of the buoys removed. The buoys in Niagara river and the harbor of Buffalo will be left in position as long as possible, and on their removal, no small buoys will be left in those localities.

CHAS. V. GRIDLEY.
Commander U. S. N., Inspector Tenth L. H. D

THE approach to the harbor of refuge at Sand Beach is said to be anything but convenient and that vesselmen with a tow will never go in there unless absolutely compelled. In many cases standing on for the rivers when shelter was necessary and desirable. This belief is becoming wide spread.

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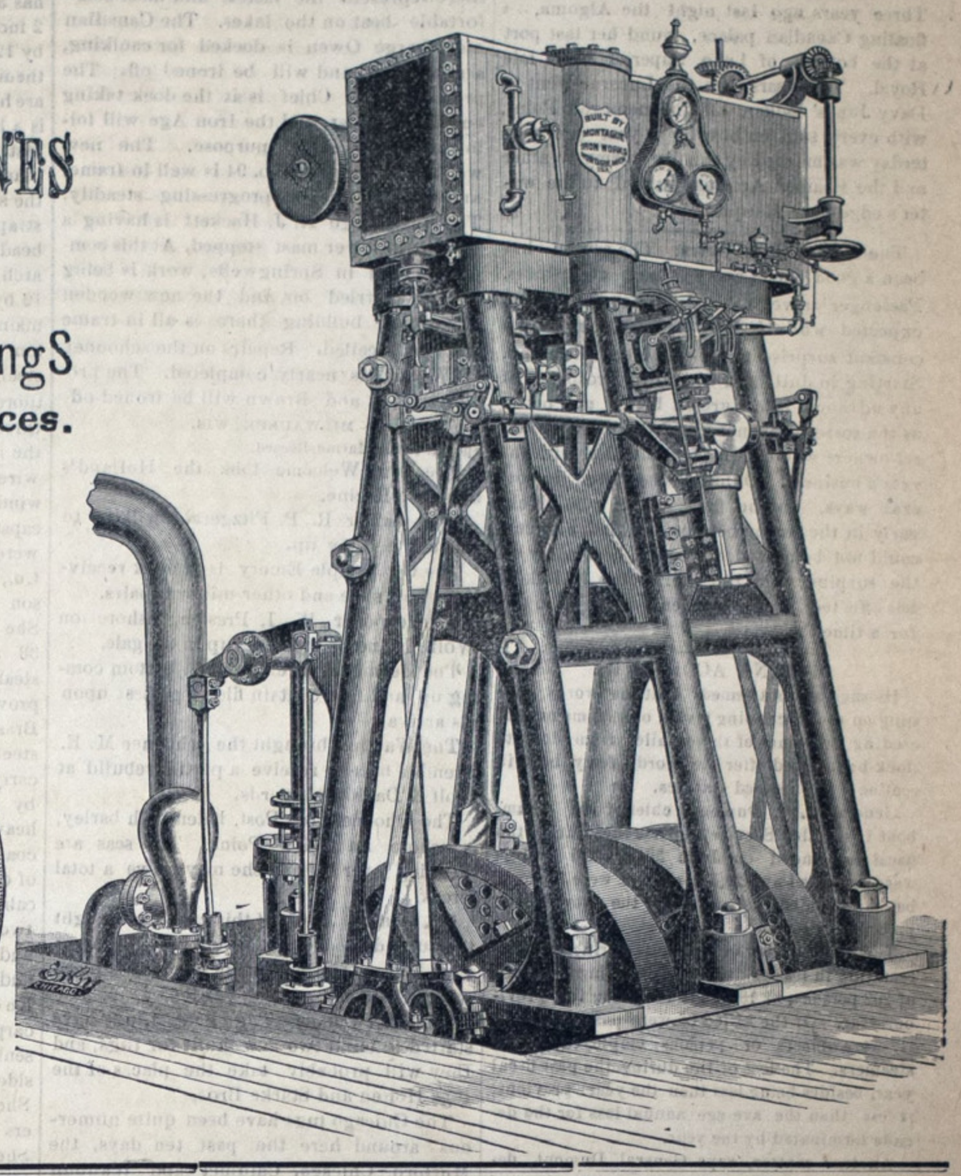

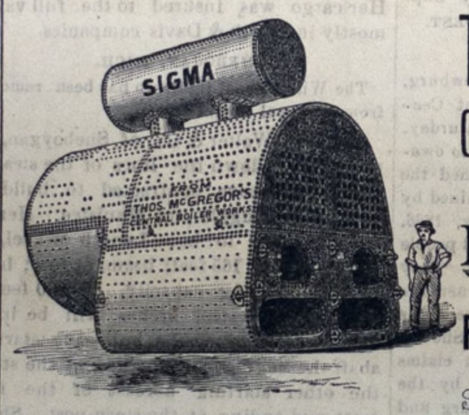

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PROPOSALS FOR LOCK EXCAVATION AND DREDGING, U. S. Engineer Office, Cleveland, O., October 30, 1888.—Sealed proposals, in duplicate, will be received at this office until 12 o'clock m., Friday, December 7, 1888, at which time they will be opened in presence of bidders, for rock excavation and dredging at Ashtabula Harbor, Ohio. All information can be obtained at this office. The United States reserves the right to reject any or all proposals. L. COOPER OVERMAN, Major of Engineers.

PROPOSALS FOR SAND, &c. U. S. Engineer Office, Buffalo, N. Y. October 1, 1888. Sealed proposals in triplicate will be received at this office until 11 a. m., eastern standard time, on December 1, 1888, for furnishing sand, pebbles, stone and cement, required in the reconstruction of the breakwater at Buffalo N. Y. All necessary information may be obtained on application to the undersigned. F. A. MAHAN, Captain of Engineers.

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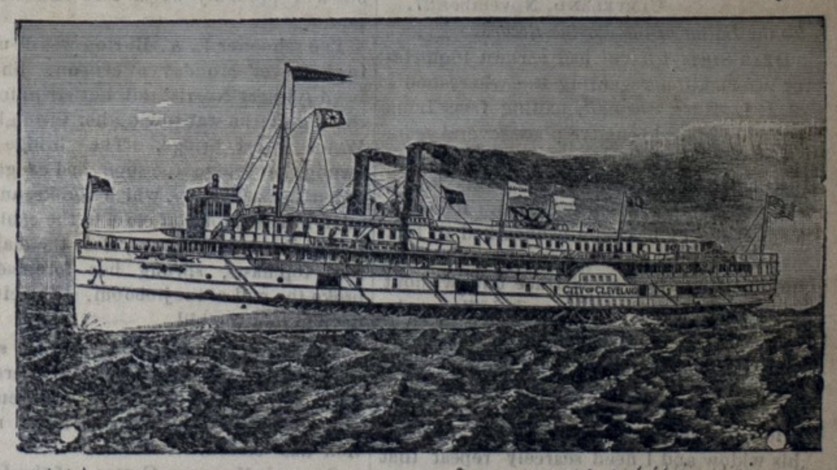

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PROPOSALS FOR DREDGING U. S. Engineer office, Buffalo, N. Y., November 20, 1888.—Separate sealed proposals, in triplicate, will be received at this office until 11 A. M., eastern standard time, December 20, 1888, for dredging at the following harbors: 1—Wilson Harbor, N. Y., 2—Olcott Harbor, N. Y., 3—Oak Orchard, Harbor, N. Y. Preference will be given to plant of domestic manufacture, conditions of quality and price (including import duties) being equal. For specifications and all information, apply to the undersigned. F. A. MAHAN, Captain of Engineers, U. S. A.

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No. 6 N. Y. & Boston Ex	*1 35 A M	*1 40 A M
No 8, N. Y. B & A Express	*8 25 A M	*8 50 A M
No 26, Elyria Accommodation	†7 45 A M	
No 10, Toledo Ac'm via Sandusky	†11 05 A M	
No 10, Toledo Accom via Norwark	†11 05 A M	
No. 24, Buffalo Accommodation		† 7 00 A M
No. 10, New York & Boston, "Flyer"		*11 50 A M
No 12, N Y & B Fast Express	*2 35 P M	3* 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	
No 26, Conneaut Accommodation	†4 25 P M	

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 15 A M
No. 23, Cleveland Express	*2 15 A M	
No 3, Chicago Express via "	*5 30 A M	5 45 A M
No 25, Mich Accom Norwalk		†5 45 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 50 A M	*10 55 A M
No 9, Chi Pac Ex via Norwalk	*6 55 P M	*7 15 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

Sunday train for Nottingham—Depart 9:20 a. m. and 1:00 p. m.; returning, arrive at 9:20 a. m. and 4:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

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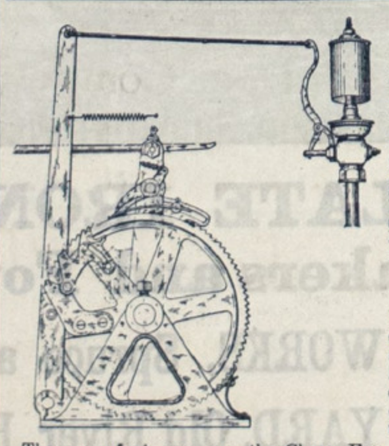

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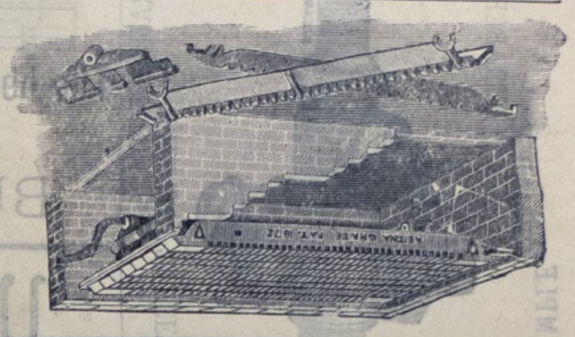

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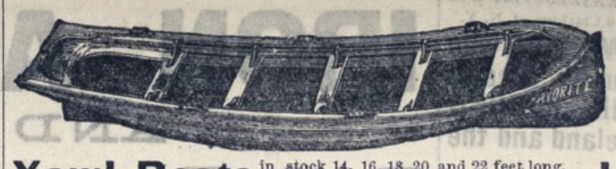

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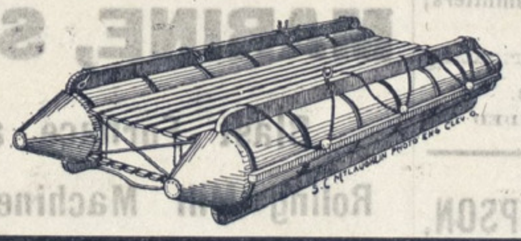

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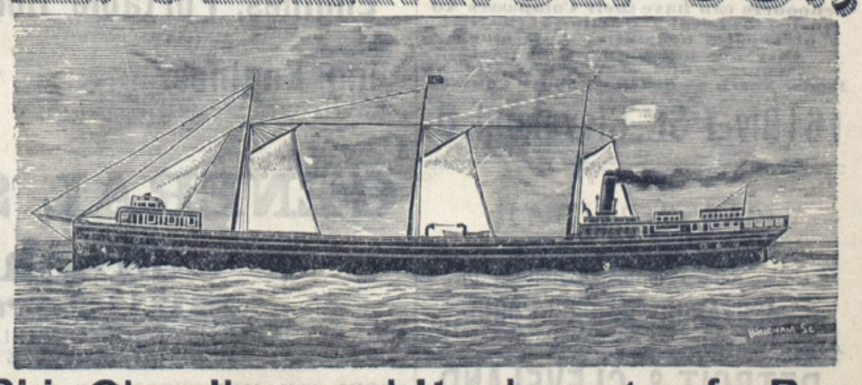

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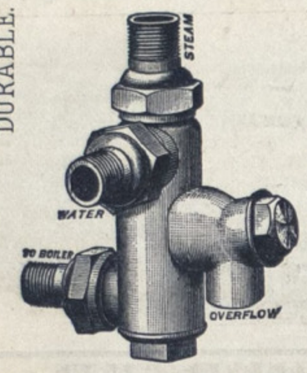

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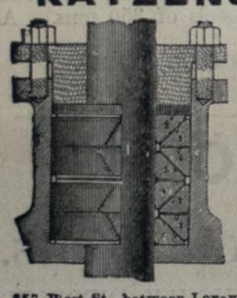

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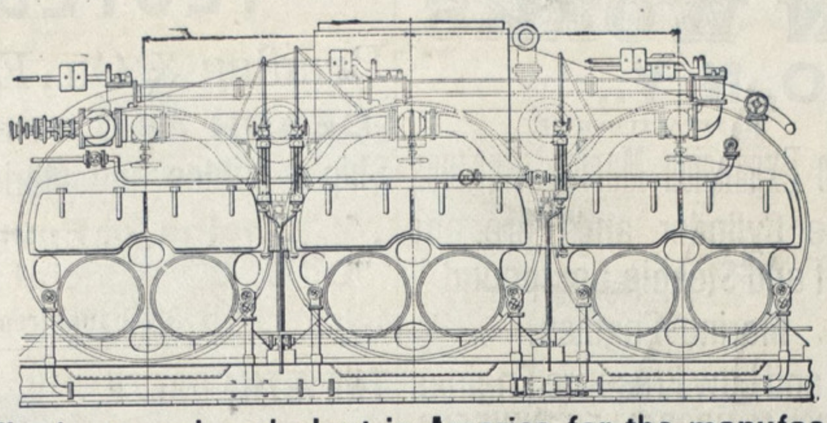

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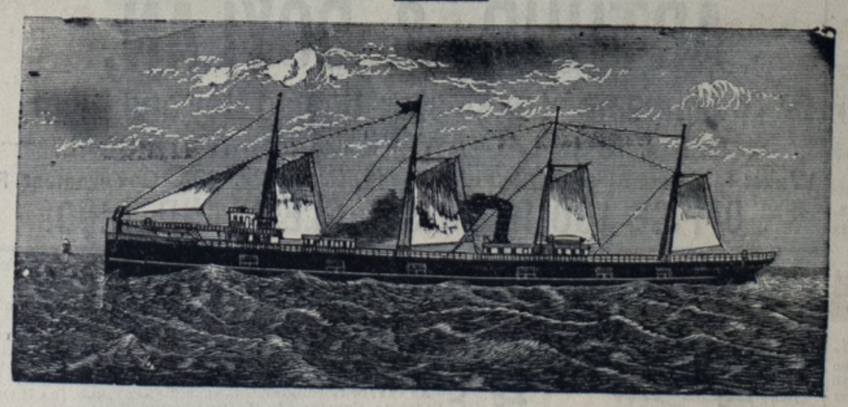

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